SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 35/02

Page 3—Line 12/L; insert after:

Submarine Operating Areas 29

(NIMA) 37/02

Page 24—Line 44/R; insert after:

Quarantine

The Australian Quarantine and Inspection Service (AQIS) currently requires all vessels arriving in Australia from overseas, or who have been in contact with overseas vessels or sea installations, to submit a Quarantine Pre-Arrival Report (QPAR) to AQIS. Copies of the report can be accessed from the AQIS Seaports web site.

Austalian Quarantine and Inspection Service

http://www.aqis.gov.au/shipping

The QPAR destails the condition of the vessel, including human health, cargo, and ballast water management. The QPAR should be sent to AQIS no more than 48 hours and no less than 12 hours prior to arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel’s arrival. Vessels that do not submit a QPAR will not be given formal quarantine clearance to enter port.

Vessels require written permission to discharge any ballast water in Australian ports or waters. This permission may only be granted after the vessel has properly submitted a QPAR to AQIS.

(Aus Annual Notice No. 9 of 2002) 37/02

Page 29—Line 14/R; insert after:

Submarine Operating Areas

Australian submarines may be encountered by day or at night while operating in any of the waters off the Australian coast. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by local coastal radio stations.

Australian escort vessels fly the International Code Group "NE2" to denote that submarines, which may be submerged or surfaced, are exercising in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged in an exercise area at a depth too great to show the periscope may show the following pyrotechnic or smoke candle signals:

1. White smoke candles (with flame), yellow smoke candles, or yellow and green pyro flares indicate the submarine's position in response to a request from a ship or aircraft or as required.

2. Red pyro flares (may be accompanied by smoke candles repeated as often as possible) indicate that the submarine is carrying out emergency surfacing procedure. Vessels should keep clear and must not stop their propellers. Vessels must also standby to render assistance.

If the red pyro flare signal is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted.

White smoke candles burn for up to 15 minutes; they emit white smoke and flame and can be seen day and night. Caution is necessary as they can be easily confused with the smoke and flame of aircraft marine markers and floats.

Yellow smoke candles burn for about 5 minutes; they emit yellow smoke. They can be seen more easily in rough weather than the white smoke candles, but they cannot be seen at night.

Navigation Lights

Australian submarines have their masthead and side lights placed well forward and very low over the water in proportion to their length and tonnage. In particular, some submarines can only show a forward masthead light in calm confined waters. Other submarines may have the forward masthead light situated lower than the side lights. In addition, the main masthead light may be situated well forward of the midpoint of the submarine's length.

The stern light may be placed very low, and may, at times, be partially obscured by spray and wash. In some cases, the stern light will be well forward of the aft part of the submarine and will not give a true indication of the submarine's length. The stern lights are invariably situated lower than the side lights.

The aft anchor light of a nuclear submarine is mounted on the upper rudder which is some distance astern of the hull's surface waterline. Hence, care must be taken to avoid confusing the submarine with two separate vessels of less than 50m in length.

The overall arrangement of submarine lights is unusual and may well give the impression of markedly smaller and shorter vessels. Their vulnerability to collision when proceeding on the surface and the fact that some submarines are nuclear powered dictates particular caution when approaching such vessels.

Nearly all Australian submarines are fitted with an amber quick-flashing light situated 1 to 2m above the main steaming light. This additional light is for use as an aid to identification in narrow waters and areas of dense traffic. Australian submarines will normally exhibit this identification light under the above conditions and when entering or leaving a harbor at night.

Collins class submarines exhibit a very quick flashing yellow identification light (120 flashes per minute). This identification light should not be confused with an air-cushioned vessel operating in a non-displacement mode, which displays the same light.

PUB 120 (Continued)

Sunken Submarine

A submarine which is bottomed and unable to surface will try to indicate its position by firing candles giving off yellow or white smoke, either on the approach of surface vessels or at regular intervals. Yellow candles will be used as much as possible by day.

It may be impossible for a submarine to fire smoke candles. Correspondingly, a partially-flooded submarine may have only a certain number of smoke candles available and searching ships should not therefore expect many to appear.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything which might appear to have come from a submarine while they are in the probability area. Searching ships and aircraft can waste many valuable hours in investigating these false contacts.

Some Australian submarine pyrotechnics can be fitted with message carriers. If a message has been attached, the pyrotechnic will be fitted with a dye marker, giving off a yellowish-green color on the surface. Such a pyrotechnic should be recovered as soon as it has finished burning.

Collins class submarines are fitted with a Submarine Launched EPIRB (SERB), which will be described later in this section.

In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and, as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action. The sighting of any beacon should at once be reported by the quickest available means to the Rescue Coordination Centre Australia, the Navy, or the police. However, if vessels are unable to establish communications without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident. Every effort should be made to include in the report the serial number of the beacon; this number is affixed on top of the SERB.

At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping, as follows:

1. Until rescue vessels are known to be standing by.
2. Conditions inside the submarine deteriorate to such an extent that an escape must be attempted.

It should be noted that, in certain circumstances, the latter situation may not arise through lack of air supply until several days after the accident. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. Any ship finding a SERBN should not therefore leave the position but stand by well-clear ready to pick up survivors.

On arrival at the surface, crewmembers may be exhausted or ill, and, if circumstances permit, the presence of a boat already lowered is very desirable. Some crewmembers may require a recompression chamber. Therefore, it is the aim of the authorities to get such a chamber to the scene as soon as possible.

In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since crewmembers in the process of making ascents are particularly vulnerable to underwater explosions, and may easily receive fatal injuries. A distance of about 0.3 mile is considered to be safe.

If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the waterline are likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

Submarine Emergency Radio Beacon (SERB)

The SERB is made of aluminum, colored orange, and is cylindrical in shape, with two whip aerials. The beacon is fitted with an automated transmitting unit, with a battery life of 48 hours, and operating on the following frequencies:

a. 406.025 MHz—Cospas/Sarsat.
b. 243 MHz—Military Air Guard.
c. 121.5 MHz—Civil Air Guard.

Submarine Launched Expendable Communications Buoy (ECB)

This buoy is used for tactical communications between submarines and other warships/aircraft. It can, however, be fired in an emergency default mode, in which case it will transmit a SABRE tone on 243MHz Military Air Guard.

(Aus Annual Notice No. 8 of 2002) 37/02

PUB 127 6 Ed 2000 LAST NM 34/02

Page 115—Lines 31 to 34/R; read:

Pilotage.—Pilotage is compulsory; vessels are met about 4.5 miles E of South Head. The pilot vessel is equipped with a radiotelephone. Vessels should order pilots well in advance, radioing their ETA at least 24 hours in advance.

(25(2551)02 Wollongong) 37/02

PUB 131 9 Ed 2000 LAST NM 33/02

Page 107—Line 42/R; read:

river mouth, but it is liable to silt.

(25(29)99 Brest) 37/02

Page 107—Lines 43 to 45/R; strike out.

(25(29)99 Brest) 37/02

Page 109—Lines 49 to 51/R; strike out.

(16(17)01 Brest) 37/02

Page 127—Lines 3 to 4/L; strike out.

(BA NP 286) 37/02

Page 130—Line 23/L; insert after:

Entry prohibited areas, best seen on the chart, extend seaward from the breakwaters at Port de la Condamine. These

PUB 131 (Continued)

areas mark works in progress (2002). An anchorage prohibited area, shown on the chart, extends E from the entry prohibited areas. Two lighted mooring buoys are located at the SE limit of the area.
(14(18)00, 19(13)01 Brest) 37/02

Page 137—Line 26/L; insert after:
An area of works in progress (2000) is located between Banchina Nord and Pontile San Raffaele.
(15(1)00 Genova) 37/02

Page 138—Line 42/L; insert after:
The site of a historic wreck and its circular prohibited area is located 0.7 mile SE of Punta dell'Aspera.
(15(1)00 Genova) 37/02

Page 142—Line 16/R; insert after:
A marine farm, marked by buoys, is located 0.5 mile SSE of Lavagna.
(5(6)01 Genova) 37/02

Page 146—Line 7/L; insert after:
An area being reclaimed (2001), enclosed by a prohibited area, is located outside the E breakwater as shown on the chart.
(22(8)01 Genova) 37/02

Page 161—Line 48/L; read:
the islet. It is marked by a lighted beacon.
(28(15)99 Brest) 37/02

Page 162—Line 25/R; read:
group, is marked by a main light with racon. It is bordered to the NW by
(2(6)02 Genova) 37/02

Page 174—Line 29/L; read:
SE part. A main light, with racon, is shown from a prominent tower, 12m
(2(6)02 Genova) 37/02

PUB 174 8 Ed 2000 LAST NM 33/02

Page 48—Lines 17 to 20/R; read:
The wharf is flanked by two large mooring dolphins; the outer dolphins are detached but the inner dolphins are connected to the loading platform by catwalks.
Pilotage.—The harbor pilot boards in the anchorage area.
(BA NM 25/02) 37/02

Page 53—Lines 15 to 19/L; read:
Pilotage is compulsory. Pilots board at the Fairway Lighted Buoy and should be requested, via the agent, 48 hours in advance. The vessel's ETA should be confirmed 72, 48, 24, and 12 hours before arrival.

A General Purpose Anchorage has been established 5 miles NW of Tanjung Keling. The depth was reported to be 19.1m (2001).
Tanjung Keling (2˚13'N., 102˚09'E.), the NW limit of
(24(2431)02 Taunton) 37/02

Page 117—Lines 33 to 41/L; read:
Numerous small vessels and tugs cross the TSS at other than a right angle.

Pilotage

9.2 Requests for pilotage service should be placed directly with the pilot service provider giving a minimum of 12 hours notice; the vessel's ETA at its pilot boarding area should be confirmed 2 to 3 hours in advance on VHF channel 20 (3 hours in advance if boarding at the East Johor Strait Boarding Ground). The following information should be stated:

a. Vessel's name and call sign.
b. ETA and pilot boarding location.
c. Direction of approach - "arriving from the East" or "arriving from the West."

The Pilotage District, within the limits of the port of
(BA NM 27/02, Section VI) 37/02

PUB 175 7 Ed 2001 LAST NM 27/02

Page 93—Lines 27 to 31/R; read:
A Service Wharf is located about 0.5 mile E of the Parker Point Ore Jetty. The approach to the wharf is marked by a range and has depths of 7.0m. The wharf is 70m in length and can accommodate vessels up to 175m in length, with drafts up to 7.2m.
(24(2449)02 Wollongong) 37/02

Page 122—Lines 1 to 5/L; read:
The Kwinana Bulk Terminal, situated about 0.75 mile NE of James Point, is approached by Stirling Channel. The North Jetty (Kwinana Bulk Berth 1) has a length of 195m, with a depth of 11m alongside. This berth is not currently in use (2002). The South Jetty (Kwinana Bulk Berth 2) has a length of 268m, with a depth of 12.2m alongside, and is an operating berth.
(25(2561)02 Taunton) 37/02

Page 122—Lines 1 to 6/R; read:
The Kwinana Bulk Jetty is situated about 0.5 mile S of the Kwinana Oil Refinery Jetty and has a jetty head of 480m, and a depth of 13.4m alongside. It has two berths. Kwinana Bulk Berth 3 is the N berth. The other berth is Kwinana Bulk Berth 4.
Kwinana Grain Jetty is situated about 1 mile SW of the Kwinana Bulk Jetty. The jetty head is 291m in length and dredged to a depth of 16.8m alongside.
(25(2561)02 Taunton) 37/02

PUB 175 (Continued)

Page 124:
Delete caption **"Fremantle—Outer Harbor—BHP Steelworks Jetties"** in top photograph and replace with caption **"Fremantle—Outer Harbor—Kwinana Bulk Terminal."**
(25(2561)02 Taunton) 37/02

Page 125:
Delete caption **"Fremantle—Outer Harbor—Bulk Cargo Jetty"** in top photograph and replace with caption **"Fremantle—Outer Harbor—Kwinana Bulk Jetty."**
(25(2561)02 Taunton) 37/02

Page 126:
Replace caption of photograph with **"Fremantle—East side of Cockburn Sound-Piers in vicinity of James Point—Kwinana Oil Refining Jetty (foreground), Kwinana Bulk Terminal (center), and Alumina Refining Jetty (rear)."**
(25(2541)02 Taunton) 37/02

Page 213—Lines 17 to 18/L; read:
the port and is fitted with radar.

Port Authority, Flinders Ports

http://www.flindersports.com.au

Winds—Weather

(BA NM 24/02, Section VI) 37/02

PUB 192 7 Ed 2000 LAST NM 36/02

Page 46—Line 26/R; read:
BID Dowsing Platform (53˚34'N., 0˚53'E.), equipped with a racon
(BA LL) 37/02

COAST PILOT CORRECTIONS

COAST PILOT 1 32 Ed 2001 Change No. 12 LAST NM 33/02

Page 127—Paragraph 124, lines 3 to 4; read:
harbor bare at low water. Depths of 1.5 feet at the south edge to 9 feet near the center were available in the anchorage basin in the middle of the harbor.
(BP 176389) 37/02

Page 137—Paragraph 84, lines 7 to 11; read:
and pleasure craft. An anchorage in the middle of Inner Winter Harbor had depths of about 8 feet. The Winter Harbor town pier and float landing, with approximately 8 feet alongside, are on the west of Guptill Point, just inside the entrance; water and electricity are available. A lobster pier with depths of about 7.8 feet alongside its ...
(BP 177660) 37/02

Page 174—Paragraph 413, lines 3 to 6; read:
entrance, and by buoys and Curtis Island Light. The inner harbor, westward of Eaton Point, had depths of about 8 to 10 feet in the middle and lesser depths along the edges. **Northeast Passage**, with a depth of ...
(BP 174982) 37/02

Page 188—Paragraph 104, lines 3 to 5; read:
and Johns Bay. In July-November 2001, the controlling depth in the approaches to the bridge was 4.1 feet, except for shoaling to less than one foot on the south side of the channel, west of the bridge. A submerged rock ledge is reported on ...
(CL 2014/01; BP 176171) 37/02

Page 197—Paragraph 310, line 5; read:
Using the chart and care, the project depth could be ...
(CL 969/02; BPs 177765-66) 37/02

Page 229—Paragraph 272, lines 11 to 13; read:
anchorage area is on the south side of the harbor. In March 2001, the controlling depth in the channel was 9.7 feet to the marina, thence depths of 7 to 10 feet were in the eastern half and 3 to 5 feet were in the western half of the harbor's anchorage area. A limited anchorage only for ...
(CL 735/01; BP 173988) 37/02

Page 235—Paragraph 405; strike out.
(CL 164/02; BP 176391) 37/02

Page 235—Paragraph 407, lines 3 to 4; read:
entrance. In 1998-October 2001, the controlling depth was 6.9 feet in the bar channel; thence 7.5 feet in the marked channel ...
(CL 536/02; BP 177065) 37/02

Page 239—Paragraph 497, lines 4 to 6; read:
Harbor at the north end of Gloucester Harbor. In September 2001, the controlling depth was 6.5 feet in the dredged section across the bar from Ipswich Bay to Wigwam Point, thence in 1997, greater depths in the ...
(CL 173/02; BP 176403) 37/02

Page 262—Paragraph 186, lines 1 to 2; read:
In October 2001, the midchannel controlling depth in the dredged channel was 35 feet to within 200 feet of the Malden Bridges, ...
(BPs 177517-18; CL 746/02) 37/02

Page 272—Paragraph 118, lines 5 to 6; read:
2001, the controlling depths were 3.7 feet in the east half and shoaling to bare in the west half of the channel in about ...
(CL 1654/01; BP 175428) 37/02

COAST PILOT 1 32 Ed 2001 Change No. 13

Page 16—Paragraph 413, lines 1 to 5; read:
CAUTION: DO NOT USE A NEW CHART OR PUB-

COAST PILOT 1 (Continued)

LICATION UNTIL IT IS ANNOUNCED IN THE NOTICE TO MARINERS. It is not considered a valid document until it is announced in the Notice to Mariners. The **date of a chart** is also of vital importance to the navigator. When charted information becomes obsolete, further use of the chart for navigation may be dangerous. The publication, **Dates of Latest Editions**, published ...
(NM 1/02) 37/02

Page 122—Paragraph 25, lines 4 to 5; read:
(44˚39'03"N., 67˚11'32"W.), 57 feet above the water, is shown from a white conical tower ...
(LL/01; CG1 39/01) 37/02

Page 171—Paragraph 357, line 4; read:
Anchorage in depths of about 6 feet is available inside, in about the middle of the harbor.
(BP 177659) 37/02

Page 222—Paragraph 112, lines 2 to 5; read:
to an anchorage basin about 0.5 mile above the jetties. In November-December 2001, the controlling depth was 5.8 feet in the jettied entrance channel, thence 6 feet to Buoy 4, thence 4.2 feet in the channel to the Town Landing along the west side of the anchorage basin, and 2.7 feet in the channel on the east side of Wells Harbor leading to the settling basin; the anchorage and settling basins bare. The channel is marked by a buoy and ...
(CL 537/02; BPs 177066-67) 37/02

Page 262—Paragraph 194, line 14; read:
The channel is marked by daybecaons.
(16/02 CG1; LL/01) 37/02

Page 273—Paragraph 144, line 4; read:
on the cape. **Race Point Light** (42˚03'45"N., 70˚14'35"W.), 41 feet ...
(21/02 CG1) 37/02

Page 273—Paragraph 145, line 1; read:
Wood End Light (42˚01'16"N., 70˚11'37"W.), 45 feet above ...
(21/02 CG1; LL/01) 37/02

COAST PILOT 2 31 Ed 2001 Change No. 14
LAST NM 33/02

Page 160—Paragraph 15, lines 1 to 3; read:
Narragansett Bay Entrance Lighted Whistle Buoy NB (41˚23'00"N., 71˚23'21"W.) is at the north end of the separation zone and is equipped with a racon.
(24/01 CG1; LL/01) 37/02

Page 201—Paragraph 143, lines 4 to 8; read:
of Saybrook Point. In February-March 1999, the controlling depths were 2.2 feet (5 feet at midchannel) in the entrance channel to the basin, thence depths of 3 to 5 feet were in the basin. The entrance ...
(BP 176522; BPs 176554-55) 37/02

Page 202—Paragraph 150, lines 7 to 8; read:
channel to the northward. In February-March 1999, a controlling depth of 5.8 feet was available in the buoyed channel. A 5 mph **speed** ...
(BP 176552; BPs 176554-55; BPs 176561-62) 37/02

Page 204—Paragraph 207, lines 7 to 9; read:
November-December 2000, the controlling depths were 6.1 feet (7.1 feet at midchannel) to Buoy 11A, thence 7.0 feet in the north half of the channel to the head of the project, thence depths of 5.5 to 9.0 feet ...
(CL 468/01; BPs 173728-29) 37/02

Page 207—Paragraph 250, line 2 to Paragraph 251, line 1; read:
northeasterly from Branford Harbor. In 1996-1997, the controlling depth in the dredged channel was 7.1 feet from Branford Harbor to the upstream limit of the dredged channel, except for depths of 6.1 and 5.9 feet along the west and east edges, near the upstream limit respectively.
At low water the channel above **Branford Point** is defined ...
(CL 388/01; BPs 173639-42) 37/02

Page 248—Paragraph 425, lines 6 to 9; read:
river is being filled in above 172nd Street. In June 2001, the controlling depth was 3.1 feet (4.2 feet at midchannel) to Westchester Avenue Bridge, thence 1.0 foot (2.0 feet at midchannel) to East 172nd Street. The channel is marked by ...
(CL 1954/01; BPs 176100-08) 37/02

Page 255—Paragraph 60, lines 5 to 6; read:
river navigation about 1 mile above the mouth. In January-February 2002, the midchannel controlling depth was 3.3 feet to the head ...
(BPs 177715-18) 37/02

Page 279—Paragraph 264, line 6 to Paragraph 265, line 4; read:
In May-June 2001, the dredged channel had a controlling depth of 5.3 feet (5.8 feet at midchannel).
Matawan Creek, entered at the head of Keyport Harbor, is used mostly by local craft. In May-June 2001, the controlling depth was 3.7 feet to the first highway bridge, thence 2.2 feet to the Route 35 highway bridge, thence in 1981, 2 ...
(CL 357/02; BPs 176629-31) 37/02

Page 290—Paragraph 60, lines 2 to 6; read:
Tarrytown. In March 2002, the controlling depths in the dredged channel in Tarrytown Harbor were 7.5 feet (8.3 feet at midchannel) in the southwest connecting channel, thence 8.3 feet (10.1 feet at midchannel) in the northwest connecting channel, and 6.8 feet (7.3 feet at midchannel) in the waterfront channel. An obstruction, ...
(CL 953/02; BPs 177722-24) 37/02

COAST PILOT 2 31 Ed 2001 Change No. 15

Page 129—Paragraph 17, line 1; read:
Highland Light (42˚02'22"N., 70˚03'39"W.), 170 feet above ...
(21/02 CG1; LL/01) 37/02

Page 130—Paragraph 26, lines 3 to 4; read:
west side of **Chatham Harbor**. **Chatham Light** (41˚40' 17"N., 69˚57'01"W.), 80 feet above the water, is shown from a white conical ...
(21/02 CG1; LL/01) 37/02

Page 133—Paragraph 88, line 1; read:
Stage Harbor Light (41˚39'30"N., 69˚59'04"W.), 42 feet ...
(21/02 CG1; LL/01) 37/02

Page 138—Paragraph 167, line 3; read:
Nantucket (Great Point) Light (41˚23'26"N., 70˚02' 53"W.), 71 feet above the water and ...
(21/02 CG1; LL/01) 37/02

Page 138—Paragraph 171, line 1; read:
Sankaty Head Light (41˚17'01"N., 69˚57'54"W.), 158 feet ...
(21/02 CG1; LL/01) 37/02

Page 139—Paragraph 179, line 1; read:
Brant Point Light (41˚17'24"N., 70˚05'25"W.), 26 feet ...
(20/02 CG1) 37/02

Page 140—Paragraph 208, lines 3 to 4; read:
distance to be a small island. **Cape Poge Light** (41˚25' 10"N., 70˚27'08"W.), 65 feet above the water, is shown from a white conical ...
(21/02 CG1; LL/01) 37/02

Page 141—Paragraph 213, lines 1 to 2; read:
Prominent Features.–Edgartown Harbor Light (41˚23' 27"N., 70˚30'11"W.), 45 feet above the water, is shown from a white conical ...
(21/02 CG1; LL/01) 37/02

Page 143—Paragraph 12, line 1; read:
West Chop Light (41˚28'51"N., 70˚35'59"W.), 84 feet ...
(21/02 CG1; LL/01) 37/02

Page 143—Paragraph 14, line 1; read:
East Chop Light (41˚28'13"N., 70˚34'03"W.), 79 feet above ...
(21/02 CG1; LL/01) 37/02

Page 145—Paragraph 37, lines 2 to 3; read:
Point, is a bluff with **Nobska Point Light** (41˚30'57"N., 70˚39'18"W.), 87 feet above the water, shown from a white tower, ...
(21/02 CG1; LL/01) 37/02

Page 148—Paragraph 94, line 1; read:
Cuttyhunk Light (41˚24'52"N., 70˚56'58"W.), 63 feet ...
(21/02 CG1; LL/01) 37/02

Page 152—Paragraph 156, line 2; read:
(41˚37'51"N., 70˚41'39"W.), 74 feet above the water, is shown from ...
(21/02 CG1; LL/01) 37/02

COAST PILOT 2 31 Ed 2001 Change No. 16

Page 152—Paragraph 157, line 1; read:
Canal Breakwater Light 6 (41˚46'47"N., 70˚29'23"W.), 43 ...
(21/02 CG1; LL/01) 37/02

Page 158—Paragraph 288, lines 1 to 3; read:
The bar and entrance channels are marked by buoys. The entrance channel is narrow and crooked. In June 2000, the bar and entrance channels had controlling depths of 7.1 feet over the bar and 5.5 feet (6.9 feet at midchannel) in the entrance. Depths over the bar ...
(BP 173852; BPs 173855-56) 37/02

Page 179—Paragraph 69, lines 6 to 8; read:
to Montauk Point.
(LL/96; NOS/02) 37/02

Page 180—Paragraph 94; read:
Montauk Point Light (41˚04'15"N., 71˚51'26"W.), 168 feet above the water, is shown from a white octagonal, pyramidal tower with a brown band midway of its height and a covered way to a gray dwelling. A fog signal is at the light.
(21/02 CG1; LL/01) 37/02

Page 180—Paragraph 103; strike out.
(18/02 CG1) 37/02

Page 193—Paragraph 29, lines 4 to 5; read:
Haven. The pilot boat OLYMPIC, has a white hull, red superstructure, and displays the word PILOT in ...
(18/02 CG1) 37/02

Page 196—Paragraph 57, lines 5 to 10; read:
Haven. The pilot boat OLYMPIC, has a white hull, red superstructure, and displays the word PILOT in black letters. The boat monitors channel 16 and works on channel 11. Among other locations, the LISSPA pilot will meet a ship 3 miles south of Watch Hill, RI, in about 41˚15'00"N., 71˚51' 30"W.
(18/02 CG1) 37/02

Page 211—Paragraph 300, lines 5 to 10; read:
Haven. The pilot boat OLYMPIC, has a white hull, red

COAST PILOT 2 (Continued)

superstructure, and displays the word PILOT in black letters. The boat monitors channel 16 and works on channel 11. Among other locations, the LISSPA pilot will meet a ship 3 miles south of Watch Hill, RI, in about 41˚15'00"N., 71˚51' 30"W.
(18/02 CG1) 37/02

Page 212—Paragraph 326, lines 2 to 3; read:
the east side of the entrance of the Gulf. A reef extends 0.2 mile southward from the point and is marked by a buoy. Several scattered rocks extend a southeasterly direction for about 0.5 mile from the buoy.
(CL 834/02) 37/02

Page 222—Paragraph 45, lines 5 to 10; read:
Haven. The pilot boat OLYMPIC, has a white hull, red superstructure, and displays the word PILOT in black letters. The boat monitors channel 16 and works on channel 11. Among other locations, the LISSPA pilot will meet a ship 3 miles south of Watch Hill, RI, in about 41˚15'00"N., 71˚51' 30"W.
(18/02 CG1) 37/02

Page 239—Paragraph 283, lines 1 to 2; read:
See Pilotage, Long Island Sound (indexed as such), chapter 8, and Pilotage, New York Harbor and Approaches (indexed ...
(NOS/02) 37/02

Page 249—Paragraph 447, line 4; read:
suspension span with a clearance of 138 feet. In June 2002, the bridge was under reconstruction; fixed workmen scaffolding has temporarily reduced the vertical clearance about 3 feet.
(20/02 CG1) 37/02

COAST PILOT 2 31 Ed 2001 Change No. 17

Page 268—Paragraph 130, line 3 to Paragraph 131; read:
chapter 1.)
Coast Guard.–A Coast Guard station is at Rosebank on Staten Island. A **Captain of the Port** office and **Marine Inspection Office** are at **Fort Wadsworth**, Staten Island.
(CL 40/02) 37/02

Page 271—Paragraph 164; strike out.
(CL 40/02) 37/02

Page 274—Paragraph 196, line 1; read:
Coast Guard Station New York, numerous deep-draft piers, and ...
(CL 40/02) 37/02

COAST PILOT 3 35 Ed 2002 Change No. 15
LAST NM 33/02

Page 155—Paragraph 153, lines 1 to 3; read:
In February-March 2002, the controlling depths were 3.7 feet off the entrance to the jetties, thence 6.0 feet through the jetties, thence 3.6 feet to the Mispillion River Buoy 2; thence in 1988, the centerline ..
(BPs 177491-94) 37/02

Page 156—Paragraph 158, line 3; read:
March 2002, the controlling depth was 3.0 feet in the dredged entrance ...
(BP 177487) 37/02

COAST PILOT 5 29 Ed 2002 Change No. 18
LAST NM 34/02

Page 37—Paragraph 71, lines 1 to 4; read:
The purpose of the regulations in this Subpart and in Subparts F through R is to implement the designations of the thirteen National Marine Sanctuaries for which site specific regulations appear in Subparts F through R, respectively, by regulating ...
(15 CFR 922) 37/02

Page 37—Paragraph 73; read:
The boundary for each of the thirteen National Marine Sanctuaries covered by this part is described in Subparts F through R, respectively.
(15 CFR 922) 37/02

Page 37—Paragraph 75, lines 3 to 5; read:
regulated in Subparts F through R, subject to any emergency regulations promulgated pursuant to §§922.44, 922.111(c), 922.165, 922.186, or 922.196, subject to all prohibitions, regulations, restrictions, and ...
(15 CFR 922) 37/02

Page 37—Paragraph 75, line 9; read:
312 of the National Marine Sanctuaries Act (NMSA), (16 U.S.C. 1431 *et seq*.). The Assistant Administrator may only directly ...
(15 CFR 922) 37/02

Page 37—Paragraph 77, line 1; read:
Subparts F through R set forth site-specific regulations ...
(15 CFR 922) 37/02

Page 38—Paragraph 87, lines 1 to 2; read:
(b) The prohibitions listed in Subparts F through P, and Subpart R do not apply to any activity authorized by a valid lease, permit, ...
(15 CFR 922) 37/02

Page 38—Paragraph 89, line 2 to Paragraph 90; read:
Subparts F through O, if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and Subparts F through O, as appropriate. For the Florida Keys National Marine Sanctuary, a person may conduct an activity prohibited by Subpart P if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under §922.166. For the Thunder Bay National Marine Sanctuary and Underwater Preserve, a person may conduct an activity prohibited by

COAST PILOT 5 (Continued)

Subpart R in accordance with the scope, purpose, terms and conditions of a permit issued under §922.195.

(b) Applications for permits to conduct activities otherwise prohibited by Subparts F through O should be addressed to the Director and sent to the address specified in Subparts F through O, or Subpart R, as appropriate. An application must include:
(15 CFR 922) 37/02

Page 38—Paragraph 97, line 4; read:
criteria found in Subparts F through O, or Subpart R, as appropriate. The Director shall further ...
(15 CFR 922) 37/02

Page 38—Paragraph 99, line 6; read:
regulations set forth in the section or Subparts F through O, Subpart R or for other ...
(15 CFR 922) 37/02

Page 38—Paragraph 101, line 2; read:
Subparts L through P, or Subpart R, if such activity is specifically authorized ...
(15 CFR 922) 37/02

Page 39—Paragraph 106, lines 4 to 5; read:
intended to be made is prohibited by Subparts L through P, or Subpart R, as appropriate.
(15 CFR 922) 37/02

Page 39—Paragraph 107, line 3; read:
at the address specified in Subparts L and P, or Subpart R, as appropriate. A ...
(15 CFR 922) 37/02

Page 39—Paragraph 111, line 2 to Paragraph 112; read:
§922.49 may be extended by the Director for good cause.

(h) The applicant may appeal any objection by, or terms or conditions imposed by, the Director to the Assistant Administrator or designee in accordance with the provisions of §922.50.
(15 CFR 922) 37/02

Page 39—Paragraph 114, line 8; read:
in Subparts L through P and Subpart R, an applicant for a lease, permit, license or ...
(15 CFR 922) 37/02

Page 39—Paragraph 117, lines 1 to 2; read:
(iii) For those Sanctuaries described in Subparts L through P and Subpart R, the objection to issuance of or the imposition of terms and...
(15 CFR 922) 37/02

Page 39—Paragraph 118, lines 3 to 4; read:
same actions described in §922.50(a)(1)(i) and (ii). For appeals arising from actions taken with respect to ...
(15 CFR 922) 37/02

COAST PILOT 5 29 Ed 2002 Change No. 19

Page 211—Paragraph 201; read:
Hurricane Pass, 1.5 miles N from Big Marco Pass, was reported in March 2002 to have a swift current and not recommended for small craft passage due to shoaling.
(CL 1487/02;CL 341/02) 37/02

Page 217—Paragraph 310, lines 3 to 4; read:
daybeacons. In March 2002, the reported midchannel controlling depth was 5.9 feet; thence in 1982-1986, 6 to 8 feet in the turning basin. A ...
(CL 1231/02) 37/02

Page 217—Paragraph 314, line 5; read:
engine repairs. In March 2002, there was reported to be 3.8 feet ...
(CL 1231/02) 37/02

Page 235—Paragraph 237, lines 4 to 9; read:
and **Bayboro Harbor**. In March 2002, the controlling depth was 18.7 feet (20.0 feet at midchannel) in the two dredged channels leading N to the entrance, thence 19.0 feet in the entrance channel to the Port of St. Petersburg with 22.4 feet in the basin except for shoaling to 17.0 feet along the E side, thence 15.0 feet to the basin at Bayboro Harbor with 10.8 to 12.0 feet available in the basin.
(CL 510/02; BPs 176928-44) 37/02

Page 236—Paragraph 269, lines 5 to 7; read:
Intracoastal Waterway. In January 2002, the controlling depth in the entrance channel was 10.0 feet to the bridge over the pass, thence 8.0 feet to Daybeacon 8, thence 5.1 feet (5.4 feet at ...
(CL 293/02; BPs 176506-12) 37/02

Page 242—Paragraph 369, lines 2 to 3; read:
Point, is reached through a small-boat channel. In August 2001, the controlling depth was 1.7 feet (2.8 feet at midchannel). The approach is marked by ...
(CL 1670/01; BPs 175538-42) 37/02

Page 252—Paragraph 205, lines 10 to 12; read:
attempted in rough weather. Local knowledge is advised. In August-December 2001, the controlling depth was 5.5 feet (6.1 feet at midchannel) from Buoy CB to the bridge; thence in May 2001, 9.9 feet through North Channel to the ...
(CL 149/02) 37/02

Page 257—Paragraph 287, lines 10 to 12; read:
Escambia River. In November 2001-June 2002, the controlling depth was 7.1 feet (10.0 feet at midchannel) to the mouth of Escambia River, thence 3.6 feet (5.2 feet at midchannel) to the head of the Federal ..
(CL 1482/02; CL 151/02) 37/02

Page 258—Paragraph 299, lines 13 to 15; read:
pass. In June 2002, the controlling depths were 3.8 feet in the

COAST PILOT 5 (Continued)

entrance channel to the fork at the bridge, thence 9 feet in the west channel leading to ...
(CL 1486/02) 37/02

Page 263—Paragraph 69, lines 3 to 8; read:
and the mainland. In January 2002, the controlling depth was 7.8 feet (9.4 feet at midchannel) in the channel about 0.3 mile above the turning basin; thence in 1983, 1.5 feet to the causeway.
(CL 482/02; 05/99 CG8; LL/99) 37/02

Page 271—Paragraph 238, lines 5 to 6; read:
Route 90 highway bridge. In November 2001, the controlling depth was 8.5 feet (9.8 feet at midchannel). The channel is marked by lights, buoys, ...
(CL 338/02) 37/02

Page 271—Paragraph 238, lines 10 to 11; read:
point about 1 mile SE of U.S. Route 90 highway bridge. In November 2001, the controlling depth was 7.6 feet (8.3 feet at midchannel) to Light 18; thence in 2000, the controlling depth was 7.8 feet to Light 27; thence in ...
(CL 487/02; BPs 176904-05) 37/02

Page 273—Paragraph 271, lines 9 to 11; read:
Rivers Road. In November 2001, the controlling depth was 9.9 feet (12.0 feet at midchannel) to Light 5, thence 4.7 feet (10.1 feet at midchannel) to Light 13, thence 3.1 feet (7.3 feet at midchannel) to the end ...
(CL 340/02) 37/02

Page 274—Paragraph 285, lines 4 to 5; read:
small-craft harbor. In November 2001, the controlling depth was 8 feet in the channel with 6 to 8 feet in the basin. The channel is marked by ...
(CL 150/02) 37/02

Page 318—Paragraph 202, lines 3 to 4; read:
side of the river about 4 miles above the mouth. In May 2002, the controlling depth was 8 feet (9 feet at midchannel).
(DDs 3018-20) 37/02

Page 318—Paragraph 203, lines 2 to 3; read:
and become part of the Intracoastal Waterway. In May 2002, the controlling depth was 9 feet (11 feet at midchannel) from the cutoff to the ...
(DDs 3016-17) 37/02

Page 384—Paragraph 116, lines 5 to 7; read:
W of the creek. The channels are privately marked. In March 2002, the channel leading N had a reported depth of 5.7 feet; and in 1982, the channel leading W had a reported depth of 4 feet. Water, ice, marine supplies, and open and covered berths ...
(CL 1323/02; NOS 11411) 37/02

COAST PILOT 5 29 Ed 2002 Change No. 20

Page 227—Paragraph 79, line 9; read:
boarded inside Egmont Key.

A 2-hour minimum advanced notice of arrival or departure every Sunday is essential for vessels constrained by draft in Tampa Bay due to the arrival and departure of the cruise ship SENSATION. The Tampa Bay Vessel Traffic Advisory System (VTAS-Call Sign WHX 362), monitors VHF-FM channel 12.
(CL 1383/01) 37/02

Page 240—Paragraph 327, lines 4 to 5; read:
about 11 miles above the mouth. In July 2002, the controlling depth was 3.1 feet (5.1 feet at midchannel) to Daybeacon 46; ...
(CL 1451/02; BPs 178259-71) 37/02

Page 262—Paragraph 60, lines 9 to 10; read:
1.2 miles W from the head of the turning basin. In July 2001, the controlling depth was 7.2 feet (11.8 feet at midchannel). Overhead power and telephone cables ...
(CL 1751/01) 37/02

Page 262—Paragraph 68, lines 4 to 6; read:
January 2002, the controlling depth was 11.8 feet (14.4 feet at midchannel) in the channel with 11.2 to 12.5 feet in the turning basin. The channel is marked by a **289.3˚** lighted range, lights, buoys and ...
(CL 483/02; LL/02) 37/02

Page 267—Paragraph 154, lines 4 to 7; read:
Dauphin Island village. In January 2002, the controlling depth in the entrance channel was 5.1 feet (7.0 feet at midchannel), thence 3.5 to 5.1 feet in the basin. The channel is marked with lights ...
(CL 484/02) 37/02

Page 314—Paragraph 124, line 4; read:
several lighted and unlighted buoys. In January-July 2002, the controlling ...
(DDs 2638-39; DD 3238) 37/02

Page 314—Paragraph 125, line 6; read:
Corps of Engineers. In January-July 2002, the controlling depth ...
(DDs 3235-38; DDs 2626-33) 37/02

Page 405—Paragraph 167, lines 3 to 6; read:
of Puerto Arecibo. In March 2002, depths of 25 feet were available in the entrance channel and 8.1 to 18.2 feet in the basin off the wharf.
(CL 535/02) 37/02

Page 433—Paragraph 123, line 8; read:
channel 16. Vessels to be boarded should contact the pilot boat ...
(CL 552/02) 37/02

COAST PILOT 5 29 Ed 2002 Change No. 21

Page 272—Paragraph 259, lines 4 to 5; read:
Industrial Seaway. In May-June 2002, the controlling depth was 8.7 feet (10.1 feet at midchannel) from State Route 90 highway bridge to State Route 110 highway bridge, thence, 11.8 feet to Popps Ferry Road highway bridge; thence in November 2001, 8.2 feet (12.0 feet at midchannel) to the seaway. The channel is ...
(CL 1487/02; BPs 178237-41; CL 341/02) 37/02

Page 386—Paragraph 173, line 3; read:
fixed span over the waterway has a clearance of 50 feet. In May 2001, a replacement fixed highway bridge was under construction with a design clearance of 65 feet. The fixed ...
(CL 951/01; 18/01 CG8) 37/02

COAST PILOT 7 33 Ed 2001 Change No. 27
LAST NM 34/02

Page 283—Paragraph 8, lines 12 to 14; read:
height and are considered hazardous for small boats. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located near the N end of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.
(CL 1417/02) 37/02

Page 285—Paragraph 34, line 11; read:
are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located near the S side of the Coast Guard lifeboat station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.
(CL 1417/02) 37/02

Page 290—Paragraph 152, lines 11 to 12; read:
conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the N side of the Coast Guard lookout tower at the Umpqua River entrance and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

Umpqua River Coast Guard Station is in East Basin about 2.3 miles from the entrance.
(CL 1417/02) 37/02

Page 291—Paragraph 167, line 11; read:
guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the SW corner of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.
(CL 1417/02) 37/02

Page 293—Paragraph 197, line 11; read:
guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the western corner of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.
(CL 1417/02) 37/02

Page 294—Paragraph 227, line 11; read:
flashing, it is no guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located approximately 50 yards north of the bridge across the entrance to Depoe Bay, on the west side of Highway 101 to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source

COAST PILOT 7 (Continued)

of government provided weather information.
(CL 1417/02) 37/02

Page 325—Paragraph 103, lines 10 to 11; read:
boats. Boaters are cautioned, however, that if the light is not flashing, it is no guarantee that sea conditions are favorable.

The Coast Guard displays **heavy weather warning flags**, square RED flags with square BLACK centers, at two locations in Grays Harbor; one flag is on the Coast Guard lookout tower 70 feet above the water on the S side of Point Chehalis and the other is on the NW side of the Coast Guard station boat house 50 feet above the water. These displays will be based on current weather warnings issued in the following National Weather Service forecast areas; Cape Flattery to Cape Shoalwater. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.
(CL 1417/02) 37/02

COAST PILOT 7 33 Ed 2001 Change No. 28

Page 219—Paragraph 199, line 2; read:
protected by jetties; a light and fog signal are at the ...
(NOS/02) 37/02

Page 258—Paragraph 542, lines 5 to 6; read:
dredged channel, the river channel had a reported depth of 6.3 feet in July 2001, from the mouth to **Suisun City**, 12 miles above the entrance. The mean range ...
(CL 1164/02; BP 178080) 37/02

Page 261—Paragraph 609; strike out.
(NOS 18661) 37/02

Page 263—Paragraph 643, line 3; read:
above Rio Vista has a clearance of 18 feet down and 144 feet up at ...
(CL 1208/85; NOS 18661) 37/02

Page 290—Paragraph 148, line 6; read:
086E lighted range and a buoy mark the entrance ...
(LL/01) 37/02

Page 342—Paragraph 214, line 4; read:
the W side to a height of 1,080 feet. In most places the shores are ...
(NOS 18433) 37/02

Page 344—Paragraph 229, line 4; read:
1.5 fathoms, is about 350 yards E.
(NOS 18433) 37/02

Page 423—Paragraph 336, line 10; read:
fathoms is in the center of the bay; shoals with 3.75 and 4 .75 fathoms ...
(NOS 19350) 37/02

Page 441—Paragraph 714, lines 2 to 4; read:
about 0.9 mile N of Heeia, is open to the public. In 1999, the controlling depth in the harbor was 6.5 feet. The fuel pier has a reported depth of 12 feet alongside. Gasoline, diesel fuel, berths, water, ice, and launching ramps are available. Anchorage in the harbor is by permit only.
(CL 1260/02) 37/02

Page 474—Paragraph 433; strike out.
(NOS 18661) 37/02

COAST PILOT 7 33 Ed 2001 Change No. 29

Page 42—Paragraph 188, line 2 to Paragraph 189; read:
resource.

(7) Operation of motorized personal watercraft, except for the operation of motorized personal watercraft for emergency search and rescue mission or law enforcement operations (other than routine training activities) carried out by National Park Service, U.S. Coast Guard, Fire or Police Departments or other Federal, State or local jurisdictions.

(b) All activities currently carried out by the Department of Defense within the Sanctuary are essential for the national defense and, therefore, not subject to the prohibitions in this section. The exemption of additional activities having significant impacts shall be determined in consultation between the Director and the Department of Defense.
(15 CFR 922) 37/02

Page 212—Paragraph 21, lines 3 to 4; read:
Point San Luis; a fog signal is at the light. **San Luis Hill**, 0.5 mile NW of the ...
(NOS/02) 37/02

Page 262—Paragraph 617, lines 1 to 6; read:
The swing bridge crossing Georgiana Slough about 3.5 miles above the junction with Mokelumne River, has a clearance of 13 feet when closed and unlimited clearance when open. The bridgetender monitors VHF-FM channel 16, and works channel 9; call sign: WHU-246, Tyler Island Bridge. The highway swing bridge near Walnut Grove has a clearance of 17 feet when closed and unlimited clearance when open. The bridgetender monitors VHF-FM ...
(NOS 18661) 37/02

Page 273—Paragraph 84, lines 19 to 20; read:
channel is marked by lights, a buoy, and a directional light **Dolphin Cove** is about 0.5 mile above Noyo Basin. Overhead ...
(31/02 CG13; LL/02) 37/02

COAST PILOT 7 (Continued)

Page 281—Paragraph 284; read:

St. George Reef Lighted Whistle Buoy 2SG (41˚50' 14"N., 124˚23'11"W.), is about mile W of **Northwest Seal Rock** and Little Black Rock, the outermost rocks of St. George Reef.

(31/02 CG13; NOS 18603) 37/02

Page 286—Paragraph 58, lines 1 to 3; read:

In May 2002, depths alongside the E side of the wharf ranged from 9 feet at the S end to 2 feet at the N end. Gasoline, diesel fuel, and water are piped to the ...

(BP 177909) 37/02

Page 431—Paragraph 490, line 4 to Paragraph 491, line 1; read:

harbor is about 600 feet wide by 1,500 feet long and is open to the S. In December 2000, the harbor basin had a controlling depth of 19 feet, except for shoaling to 11 feet in the E corner. In July 2002, the harbor basin had a reported depth of 24 feet. Channel markers include lighted and unlighted buoys and a **034˚** lighted range.

The State-owned wharf, lit by floodlights at night, ...

(CL 1378/02; DD 3189; LL/01) 37/02

COAST PILOT 7 33 Ed 2001 Change No. 30

Page 255—Paragraph 498, lines 2 to 7; read:

to the mouth of the Petaluma River. In February 2002, the controlling depths were 5.4 feet (7.5 feet at midchannel) in the dredged channel to the mouth of the river, except for shoaling to 2.6 feet in the right outside quarter just NW of channel Light 14; thence in 1996, 5.5 feet at midchannel to Schultz Slough; thence in February 2002, 3.2 feet at midchannel to McNear Canal, thence 0.7 feet in the right half with shoaling to bare in the left half of the channel to the turning basin at Petaluma, thence depths of 3 to 4 feet were available in the turning basin. With local knowledge, greater depths can be had in the dredged river channel.

(BPs 177119-26) 37/02

Page 283—Paragraph 6, lines 14 to 21; read:

a **030º** lighted range. A light is on the outer end of the W jetty and a fog signal is on the inner end of the E jetty. In June 2002, the controlling depths were 8 feet for a mid-width of 100 feet in the entrance channel to the turning basin, thence 7 to 10 feet in the basin, thence 6 feet in the entrance to the lower small-craft basin; thence 7 to 9 feet in the barge slip.

(BP 177919; 19/02 CG13; LL/01) 37/02

Page 284—Paragraph 32; read:

A dredged channel continues ENE further upriver, then turns sharply SSE from the river and leads between two jetties to a boat basin at the port of Gold Beach. The channel is subject to severe shoaling and is marked by uncharted seasonal private buoys. In February 2002, the controlling depths were 7 feet in the left half and 6 feet in the right half of the dredged channel.

(BP 177270) 37/02

Page 290—Paragraph 142, lines 1 to 3; read:

In March-April 2002, depths of 4 to 5 feet were available in Coos River through Marshfield Channel to Graveyard Point; thence in 1990, the controlling depth was 2 feet to the lift bridge about 0.9 mile above Graveyard Point, thence 5 feet to the confluence of the ...

(BPs 177624-26) 37/02

Page 328—Paragraph 178, lines 3 to 6; read:

The channel to the basin is marked by a light and seasonal buoys. Buoys are not charted because they are frequently shifted in position; local knowledge is advised. In March 2002, depths of 7 to 10 feet were in the basin, except for lesser depths along the W jetty and in the NW corner. The N and S sides of the entrance to ...

(BPs 178135-36; NOS 18480; LL/01) 37/02

COAST PILOT 8 24 Ed 2002 Change No. 9
LAST NM 33/02

Page 180—Paragraph 30, line 4; read:

Ruth Island is shoal, but may be used by small vessels. A mooring buoy is about 400 feet W of the S tip of the island.

(CL 1747/01) 37/02

COAST PILOT 9 20 Ed 2002 Change No. 5
LAST NM 33/02

Page 134—Paragraph 870, line 4; read:

Inside ....

(CL 1141/02) 37/02